
Changes to the EA/DEIR

Changes to the EA/Draft EIR

3.1 Introduction

Changes to the text of the EA/Draft EIR have been identified in the responses to comments provided in Chapter 2 with strikeout and underline revision marks. None of these changes constitute new significant information or result in any new significant impacts of the proposed Trinity River Bridges Project.

3.2 Changes and Edits to the EA/Draft EIR

Table 3-1 is a summary of all the sections of the EA/Draft EIR, including specific page numbers, that have been revised as a result of responding to comments provided on the EA/Draft EIR. Following the table is the revised text.

TABLE 3-1	
SUMMARY OF CHANGES TO EA/DRAFT EIR	
Section of EA/Draft EIR	Page Number
Executive Summary	ES-6
Chapter 1, Introduction	1-14
Chapter 2, Description of Proposed Action and Alternatives	2-2
	2-14
	2-29
	2-30
	2-37
Section 3.4, Water Resources	3.4-6
Section 3.9, Socioeconomics, Population, Housing	3.9-12

Executive Summary, Page ES-6 has been revised as follows:

The Bucktail Project study area is located within the Lewiston, California 7.5' USGS quadrangle, Section **23**, Township 33 North, Range 9 West, MDB&M. Bucktail Bridge (Bridge No. 5C-207) is located about five miles west of Lewiston, California, where it spans the Trinity River near RM 105.

Chapter 1, Introduction, Page 1-14 has been revised as follows:

1.8.2 BUCKTAIL BRIDGE, RIVER MILE 105

The Bucktail project study area is located within the *Lewiston, California 7.5'* USGS quadrangle, Section **23**, Township 33 North, Range 9 West, MDB&M. Bucktail Bridge (Br. No. 5C-207) is located about five (5) miles west of Lewiston, California, where it spans the Trinity River near RM 105.

Chapter 2, Description of Proposed Action and Alternatives, Page 2-2 has been revised as follows:

The Bucktail project study area is located within the *Lewiston, California 7.5'* USGS quadrangle, Section **23**, Township 33 North, Range 9 West, MDB&M. Bucktail Bridge (Br. No. 5C-207) is located about five (5) miles west of Lewiston, California, where it spans the Trinity River near RM 105.

Chapter 2, Page 2-14, Table 2-3 has been revised as follows:

TABLE 2-3 FLOW DISCHARGES AT SALT FLAT BRIDGE @ RM = 106.94 NEW BRIDGE UPSTREAM OR DOWNSTREAM OF EXISTING BRIDGE TRINITY DAM DISCHARGES PLUS TRIBUTARY FLOWS		
Flow description	LC = 1781.5 TOD = 1784.0 (cfs)	Water Surface Elevations (ft)
Return Period Peak Flow (Annual with ROD) ^a	Q ₅₀ = 11,700 Q ₁₀₀ = 12,900	El. = 1779.4 El. = 1779.9
Maximum Controlled - Flow Release ^b	Q _{MCR} = 14,900	El. = 1780.6
Estimated flow during 1/1/97 ^c	Q ₁₉₉₇ = <u>11,000</u>	El. = 1779.0

Chapter 2, Page 2-29 of the EA/EIR has been revised to read:

[Table 2-6 footnotes]

Scour Analysis

Due to the close proximity and similarity of bridge geometry, the Proposed Action scour estimates are assumed to apply to Alternative 1. The scour depths would likely be controlled by the same factors identified for the Proposed Action.

Alignment and Design Speed

Chapter 2, Page 2-30 of the EA/EIR has been revised as follows:

Alignment and Design Speed

The proposed alignment from the left (from Goose Ranch Road) descends towards the proposed bridge at a 7.2 percent grade and through a 100-foot vertical curve to elevation 1781.9 feet msl. From this point, the road ascends at a 0.8 percent grade for approximately 600 feet to the bridge left abutment. The proposed bridge begins at Station. 5+00, and continues at a 0.8 percent grade across the river. A 140-foot vertical curve from the end of the bridge is used to tie the new proposed roadway profile to the existing 11.4 percent grade.

Table 2-7 shows top of approach, top of deck, and top of structure elevations for Alternative 1 and Alternative 2. Typically, approach road elevations are the same as the top of bridge deck elevations.

Chapter 2, Page 2-37 of the EA/EIR has been revised as follows:

Alternative 2 is essentially the same bridge design as Alternative 1. The fundamental difference between these alternatives is ownership. Under Alternative 2, the new bridge structure would become publicly owned. As a publicly owned feature, the bridge and associated roadway will be under the jurisdiction of Trinity County or some other public entity. The Trinity County Transportation Department Design Guidelines were used in the development of this alternative, with the following differences incorporated into Alternative 2:

- Bridge Width 2 12-foot lanes (24-foot width)
- Roadway Width 2 12-foot lanes, 2 2-foot shoulders (paved)
- Roadway surface Asphaltic concrete
- Roadway drainage Crowned and/or ditched with approved energy dissipater
- Snow Removal Provide terminal area for snow removal at right approach

Figure 2-6 (Alternative 2 site layout) provides additional details on this alternative.

Chapter 3.4, Water Resources, Page 3.4-6 has been revised as follows:

3.4.1 AFFECTED ENVIRONMENT/ENVIRONMENTAL SETTING

The flood season on the Trinity River usually lasts from October through April, when over 90 percent of the annual precipitation falls. Floods on the Trinity River are somewhat controlled by the dams upstream of Lewiston. The greatest flood recorded for the area occurred in December 1955. Floods have also been recorded for the years 1862, 1926, 1928, 1937, 1940, 1941, 1948, 1950, 1958, 1960, 1963, 1964, 1972, and 1974 (FEMA 1996) and 1997.

Reportedly, the 1982/1983 flood rendered the Salt Flat Bridge unusable for 8 weeks. The residents were obliged to hike over an old road to Rush Creek (Route 3, Appendix K). In 1983, the Salt Flat Bridge was

extended 180 feet to higher ground. In 1997, the bridge withstood the flows, although it was overtopped (Chapter 2, Comment 4).

The reach of the Trinity River between Lewiston Lake and Douglas City flows through canyon and forest areas along the southeast edge of Browns Mountain. This mountain is located in the east central portion of the county. The flat areas are now covered by dredger tailings from gold mining operations. This reach of the stream has a slope of approximately 20 feet per mile (FEMA 1996).

Chapter 3.9, Socioeconomics, Population, Housing, Page 3.9-12 has been revised as follows

Salt Flat

The Salt Flat community is residential and does not provide any socioeconomic benefit to Trinity County beyond property tax revenues. Existing land uses are rural residential; approximately 21 parcels comprise the community. ~~Eight parcels contain single family homes used as the owner's primary residence, two parcels contain single family residences that are not the owner's primary residence, four parcels contain mobile homes and are utilized part of the time, one parcel contains multiple rental units (Mobile Home Parks, Single Family Living Units), and four parcels are vacant and zoned for residential use.~~ The majority of existing parcels have been subdivided to their fullest extent and therefore present no potential for development. In addition, many of the existing parcels fall into Flood Hazard, Scenic Conservation Overlay, or Open Space zoning districts, making further development difficult. The private timberland located near Salt Flat Bridge is zoned for Timberland Production. No businesses are located within or adjacent to the Salt Flat ESL.